



April 12, 2019

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**VIA ECFS**

Marlene H. Dortch, Secretary  
Federal Communications Commission  
445 12th Street SW  
Washington, D.C. 20554

Re: Notice of *Ex Parte* Presentation, ET Docket No. 13-49, GN Docket  
No. 18-357

Dear Ms. Dortch:

Pursuant to Section 1.1206 of the Federal Communications Commission's ("FCC" or "Commission") rules, 47 C.F.R. § 1.1206, the Association of Global Automakers, Inc. ("Global Automakers"), by its attorneys, hereby submits this letter summarizing an ex parte meeting in the above-referenced docket. Global Automakers<sup>1</sup> represents the broad interest of the auto industry manufacturers and suppliers in advancing roadway safety through V2X communications.

On April 10, 2019, Global Automakers' Hannah Izon, Senior Manager, Federal Government Affairs; and Paul Scullion, Senior Manager, Vehicle Safety and Connected Automation; and counsel to Global Automakers Scott Delacourt of Wiley Rein LLP, met with the following individuals from the FCC:

- Julius Knapp, Chief, Office of Engineering and Technology ("OET")
- Patrick Forster, OET
- Howard Griboff, OET
- Syed Hasan, OET
- Paul Murray, OET
- Michael Ha, OET
- Ira Keltz, OET
- Aleks Yankelevich, Office of Economics and Analytics ("OEA")

Global Automakers urged the Commission to observe certain key principles as it prepares to initiate a rulemaking for the 5.9 GHz band. These included:

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<sup>1</sup> The Association of Global Automakers represents the U.S. operations of international motor vehicle manufacturers, original equipment suppliers, and other automotive-related trade associations. A list of Global Automakers members is appended hereto as Attachment 1.



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- Retaining the entire 5.9 GHz band for auto-safety services;
- Ensuring a data driven, fact-based approach for evaluating interoperability; evolution and backwards compatibility; and the potential coexistence of multiple vehicle-to-everything (“V2X”) technologies in a technology-neutral manner;
- Ensuring that any band plan that accommodates multiple technologies avoids harmful interference between V2X services or by unlicensed services sharing the band;
- Ensuring that all V2X-equipped vehicles and infrastructure can provide for communication of the Basic Safety Message; and
- Promoting investment in deployment of lifesaving V2X services for the benefit of the driving public.

The parties discussed topics related to the 5.9 GHz rulemaking, including potential band plans and OET and OEA’s views on empirical work to demonstrate the economic benefits of V2X services. The parties discussed various perspectives regarding unlicensed use of the 5.9 GHz band in light of the significant spectrum the FCC is making available for unlicensed use, such as the 3.5 GHz band, 6 GHz band, and millimeter wave spectrum. Global Automakers inquired as to what information it or its members might provide that would assist the Commission’s preparation of a 5.9 GHz rulemaking.

Lastly, the parties discussed OET’s communication with the Department of Transportation and the National Highway Traffic Safety Administration regarding a Notice of Proposed Rulemaking and the status of ongoing, joint-agency Phase 2 testing to evaluate the feasibility of unlicensed sharing with V2X.

Please direct any questions to the undersigned.

Respectfully Submitted,

*/s/ Scott Delacourt*

Scott Delacourt  
*Counsel to Global Automakers*

## **Attachment 1**

### **Global Automakers Members**

- American Honda Motor Co.
- APTIV PLC
- Aston Martin Lagonda of North America, Inc.
- BYTON North America Corporation
- Denso North America, Inc.
- Ferrari North America, Inc.
- Hyundai Motor America
- Isuzu Motors America, Inc.
- Kia Motors America, Inc.
- LM Industry Group, Inc. (Local Motors)
- Maserati North America, Inc.
- McLaren Automotive Ltd.
- Nissan North America, Inc.
- NXP Semiconductors
- PSA North America Inc.
- Panasonic North America
- Robert Bosch GmbH
- Sirius XM Radio Inc.
- Subaru of America, Inc.
- Suzuki Motor of America, Inc.
- Texas Instruments Incorporated
- Toyota Motor North America, Inc.